

Historic District Review Committee

Staff Report

Date of Meeting: May 9, 2011

CAPP2011-0008

Historic District: Goose Creek

Project Planner: Lauren Murphy

Action Item

CAPP 2011-0008 Murley: Demolition of Existing Garage and Construction of New Garage. PIN # 455-38-3143.

Background



The subject property is located at 18165 Sands Road in the Goose Creek Historic District. The demolition of the existing one-car garage and construction of a new two-car garage is proposed with this Certificate of Appropriateness (CAPP) application.

The property is assessed at approximately .46 acres. The primary building on the lot is a 1940's stucco Cape Cod with dormers. The existing garage is not visible on the County mapping system but is located to the north of the existing

dwelling and is approximately 240 square feet¹. The proposed new garage will be located in the same general area but will be significantly larger at 768 square feet.



Photo 1: Subject Property, 18165 Sands Road, area of existing garage

According to the zoning referral letter dated April 26, 2011, there are no zoning issues with this application.

¹ Based on data from the Loudoun County Real Estate, Tax Assessment and Parcel Database

Analysis

This application is evaluated under the Historic District Guidelines: Goose Creek (“Goose Creek Guidelines” or “Guidelines”), Chapter 4, *Guidelines for New Construction*, and Chapter 3, *Guidelines for Site Elements*, with references to Chapter 7, *Guidelines for Materials*, and Chapter 10, *Guidelines for Demolition and Moving*, where appropriate.

I. Demolition of Existing Garage:

The garage is constructed of cinderblock with wood siding in the gable ends. The roof is sheathed with asphalt shingles and the structure rests on a concrete slab. The date of construction on the existing garage is not known. The house was constructed in the 1940s (based on the assessment records) and it is possible, although not formally determined, that the garage was constructed around the same time (mid 20th century). The applicant’s statement of justification (SOJ) indicates that the existing garage is structurally unsound and in disrepair.



Photo 2: Existing Garage

The Guidelines for Demolition provide the HDRC with 13 criteria to consider when reviewing applications for demolition (Goose Creek Guidelines, *Guidelines for Demolition and Moving*, Demolition, page 146, Demolition Criteria):

- a. Historic/Scenic/Cultural/Aesthetic/Architectural Significance – the construction date of the existing garage is unknown. The main dwelling was built in the mid-20th century. The garage may be considered as contributing to the historic district since it is likely over 50 years old. However, the structure has limited aesthetic and architectural significance.
- b. Importance of the Historic Structure – the garage may or may not be historic, no changes are proposed to the existing historic dwelling and there are no other accessory buildings on the site.
- c. Difficulty of reproducing such a building – the existing garage could be replicated, as its masonry construction and timber frame roof are not unique to the area. It is appropriate for the new garage to retain some of the styling of the existing structure (form, detailing, etc).
- d. Whether the structure is one of the last remaining examples of its kind – the garage is of simple construction and is not architecturally unique to the Goose Creek District.
- e. Whether there are plans for reuse of the property – the property owner intends to build a new, larger garage in the same general vicinity of the current garage.
- f. Whether reasonable measures can be taken to save the structure – the applicant’s SOJ indicates that the structure is in disrepair. The HDRC could discuss possible repair options with the applicant prior to authorizing demolition.

- g. Whether the historic structure is capable of earning reasonable economic return on its value - the property will continue to be used as a single family residence, and it is unlikely that the garage would be utilized as an income producing structure.
- h. The condition of the structure and its probable life expectancy – according to the SOJ, the condition of the garage has deteriorated and may not have been built using standard construction methods (such as footers) which may make repair of the structure difficult.
- i. Whether or not the proposed demolition could affect other historic buildings or the character of the district – given the unknown date of construction and the deteriorating state of the garage, it is unlikely that demolition of the garage would greatly impact the Goose Creek District or the existing historic dwelling.
- j. The reason for demolishing the structure – the applicant’s SOJ indicates that the reason for demolition is the possibly dangerous condition of the current garage. Upon a site visit after several heavy rainstorms, the garage had standing water on the interior but did not appear to be in serious disrepair. The applicant has stated that a larger structure is desired.
- k. Whether or not relocation of the structure would be preferable – the location of the current garage is subordinate to the main dwelling and meets the Guidelines for accessory structure siting. A new location on the same property would not be preferred and relocating the structure to a different property may cause further deterioration of the existing materials.
- l. The public necessity of the proposed demolition – it is unlikely that the demolition of this structure would significantly impact the Goose Creek District, especially if the structure is unsafe.
- m. The public purpose in the land or buildings to be protected – demolition of the garage will not impact the existing historic structure which is of more significance to the district. As many structures in Lincoln are without garages, the removal of this garage will not alienate this property from its neighbors. In addition, the property owner intends to build a new garage in a similar location.

Given the mid 20th century date of construction, the construction method and materials and its deteriorating condition, it is unlikely that demolition of the garage will significantly impact the existing dwelling or the character of the Goose Creek District. The request is generally consistent with the Guidelines for Demolition.

II. Construction of New Garage:

The Guidelines state that historic outbuildings should be retained and repaired (Goose Creek Guidelines, Guidelines for Site Elements, Accessory Structures and Breezeways, page 46, Guideline 1). However, as analyzed above, demolition of the existing garage may be appropriate.

A. Building Placement & Massing:

The proposed garage is detached from the main dwelling, which is the preferred design for garages in the Goose Creek District (Goose Creek Guidelines, Guidelines for Site Elements, Accessory Structures and Breezeways, page 46, Guideline 3a). However, given the mass and placement of the new garage, it may not be discernible from the road as a separate building.

The Guidelines indicate that accessory structures should be “*subordinate to the main historic structure in scale, mass, and siting*” (Goose Creek Guidelines, Guidelines for Site Elements, Accessory Structures and Breezeways, page 46, Guideline 2). The new garage will be sited behind the house, approximately ten feet further from the road than the existing garage. The location of the garage to the side of the house follows a linear plan (perpendicular) for building arrangement which meets the Guidelines (Goose Creek Guidelines, Guidelines for Site Elements, Building Placement, page 42, text).



Figure 2: Aerial View of Property

The proposed property is within the Lincoln Village Conservation Overlay District (LVCOD). The Guidelines state that new garages should be “*to the rear of village lots that are large enough to accommodate them, following the applicable zoning requirements*” (Goose Creek Guidelines, Guidelines for Site Elements, Accessory Structures and Breezeways, page 47, Guideline 4). While the new garage is ten feet further from the road than the existing garage, the new garage will be significantly larger than the current building (more than three times the current size) and is located only five feet from the nearest side property line. The larger garage would have less visual impact from Sands Road if it were further towards the rear of the lot. During a site visit, the property owner indicated to Staff that the nearest adjoining property owner is aware of the project and has been involved in discussions about the siting of the garage.

The gable end of the proposed garage will face Sands Road which will help to reduce the perceived mass of the structure from the street. However, the massing of the proposed garage is disproportionate to the scale of the modest house which does not help to establish the garage as a subordinate structure (Goose Creek Guidelines, Guidelines for Site Elements, Accessory Structures and Breezeways, page 46, Guideline 2). The garage is 32 feet deep, which is deeper than the main block of the house (approximately 28 feet deep), and 24 feet wide, which is almost as wide as the main block of the house (approximately 34 feet wide). The garage is approximately 16.5 feet tall and the existing house is approximately 23.5 feet tall. The substantial

proportions of the garage will increase the perceived mass of the structure when compared to the dwelling. The scale and mass of the proposed building is also larger than the accessory building on the adjacent property, as well as typical accessory structures found in the Village of Lincoln. **To be more consistent with the Guidelines and to reduce the visible mass of the garage, Staff recommends a reduction in the scale and massing of the garage in order to thoroughly establish this as a subordinate and accessory building. In addition, locating the garage towards the rear of the lot (larger front setback) would aid in reducing the perceived mass of the building from Sands Road.**

B. Roof Form and Materials:

The proposed garage has a gable roof form which is the preferred roof form in the Goose Creek District (Goose Creek Guidelines, Guidelines for New Construction, Roof Form and Materials, page 66, Guideline 1). The pitch of the garage is proposed to match the pitch of the kitchen addition (five-in-twelve) which is not a typical roof pitch found in the Goose Creek District. The existing house has a twelve-in-twelve roof pitch which is more common (Goose Creek Guidelines, Guidelines for New Construction, Roof Form and Materials, page 66, Guideline 2). The shallower pitch proposed for the garage was discussed in a pre-application meeting with the project architect who has indicated that the use of a steeper roof pitch matching the main block was investigated but was eventually replaced with the shallower roof to avoid increasing the height of the structure and further impacting the adjacent neighbor. The lower roof pitch, while uncommon in the District, will match the existing kitchen area. Given the large mass of the structure, the additional height necessary for a steeper roof pitch would only add prominence to the structure and increase the massing which is not supported by the Guidelines (Goose Creek Guidelines, Guidelines for New Construction, Roof Form and Materials, page 66, Inappropriate Treatment 1). However, if the mass of the structure were reduced, an alternative roof pitch more in keeping with the District would be possible.



Photo 3: Roof Pitch at Kitchen Addition

The roof on the existing house is sheathed in asphalt shingles. While asphalt is not a preferred roofing material, the Guidelines do recognize that it may be appropriate in certain cases provided that the shingles are “*dark [and] consistently colored*” (Goose Creek Guidelines, Guidelines for New Construction, Roof Form and Materials, page 66, Guideline 3c). The Guidelines state that accessory buildings should be “*compatible with the style and character of the primary building on site*” while also remaining subordinate to the main structure (Goose Creek Guidelines, Guidelines for Site Elements, Accessory Structures and Breezeways, page 46, Guideline 2 and page 47, Guideline 5). While standing seam metal, wood/slate shingles or cement shingles that approximate wood/slate are generally preferred, the use of one of these more traditional roofing

materials on the accessory garage would give the building dominance over the primary structure. **Therefore, the continuation of asphalt shingles on the accessory structure is appropriate provided that they are dark and consistently colored as indicated in the Guidelines.**

C. Chimney:

The applicant desires to heat the new garage with a woodstove. The Guidelines do not anticipate chimneys for accessory garages but do provide general guidance which can be applied to this proposal. The chimney is located on the rear gable end set on a concrete block base, painted to match the foundation on the kitchen. The rear elevation of the garage will not be visible from Sands Road but at least three feet of the chimney will be visible over the peak of the roof at a distance of approximately 92 feet from the public road. The proposed chimney for the woodstove will be an exposed metal pipe, painted black, which is in direct conflict with Guidelines for chimneys: “*Do not use exterior metal pipe chimneys*” (Goose Creek Guidelines, Guidelines for New Construction, Chimneys, page 68, Inappropriate Treatment 1). Staff notes that a garage on the adjacent property also has an exposed metal chimney. The base of the chimney is evaluated below with the foundation of the garage.

The Guidelines state that chimneys should be constructed of “*locally available fieldstone or brick*” (Goose Creek Guidelines, Guidelines for New Construction, Chimneys, page 68, Guideline 1). A more traditional and substantial masonry chimney would be in keeping with the Guidelines for chimneys but would also add to the prominence of the accessory structure. Given the mass of the garage in comparison with the modest house (which does not have a chimney) a masonry chimney on this accessory building is not consistent with the Guidelines for accessory structures. **Because of the conflicting sections of the Guidelines relating to this chimney, Staff recommends the HDRC further discuss the chimney with the applicant at the meeting.**

D. Doors and Windows:

The proposed garage will have two double hung six-over-six windows (one on the “south” elevation and one on the “north” elevation). The six-over-six style is common in the Goose Creek District and will match the existing windows on the house (Goose Creek Guidelines, Guidelines for New Construction, Doors Windows and Shutters, page 70, text and graphics). The Guidelines state that windows should have true divided lites or “interior and exterior fixed muntins with internal spacers” (Goose Creek Guidelines, Guidelines for New Construction, Doors Windows and Shutters, page 73, Guideline 9). The proposed windows will be simulated divided lites, which meets the Guidelines for fixed interior and exterior muntins (provided that a spacer bar is utilized).



Photo 4: Existing Windows, Kitchen Addition

The SOJ indicates that the windows will be wood to match the existing windows on the house. Wood is the preferred material for windows in the Goose Creek District (Goose Creek Guidelines, Guidelines for New Construction, Doors Windows and Shutters, page 73, Guideline 10). **The double hung windows meet the Guidelines for windows on new construction.**

Three garage doors and one side-entry (“man”) door are proposed. The side-entry door is insulated metal with two raised panels on the lower half of the door and nine lites on the upper half. The side entry door of the new garage, while not typical of older homes in the Goose Creek District, matches the existing front entry door on the house, built in the mid 20th century. In addition, the door will not be highly visible from Sands Road and helps relate the new garage to the existing dwelling. **The proposed door is generally consistent with the Guidelines.**

During the pre-application meeting, Staff suggested incorporating details from the existing garage doors into the design, such as the carriage style strap hinges. The elevations indicate that the paired garage doors on the east elevation, visible from Sands Road, will be Amarr Garage Doors – Classica Collection. The proposed doors have two windows per door (each with divided ten lites) and 12 recessed panels each with inset simulated bead-board, seen in figure 3. This proposed door style is not consistent with the otherwise simple garage design, the existing house, or the Quaker style of Lincoln. A simplified door with strap hinges similar to the existing door would be more compatible with the style of the garage and the existing house, in keeping the Guidelines for accessory structures (Goose Creek Guidelines, Guidelines for Site Elements, Accessory Structures and Breezeways, page 47, Guideline 5). A wide variety of door styles are available that would be more in keeping with the character of the property and surrounding village.

The Guidelines state that wood is the preferred material for doors but that composite products may be considered in new construction (Goose Creek Guidelines, Guidelines for New Construction, Doors Windows and Shutters, page 72, Guideline 7). While a composite product is preferred over metal, a steel door is preferable to materials such as vinyl and the HDRC may approve alternative materials on new construction projects when the proposed material “*replicates the visual qualities and workability of the original material*” (Goose Creek Guidelines, Guidelines for New Construction, Materials and Textures, page 80, Guideline 9).

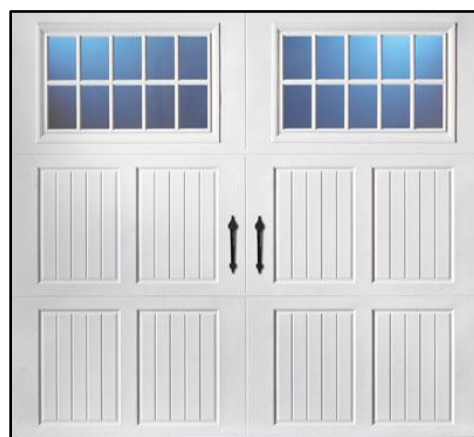


Figure 3: Currently Proposed Garage Door
source: www.amarr.com



Photo 5: Existing Garage Doors

Staff recommends a condition of approval requiring a simplified door design for the two front elevation garage doors with details (such as strap hinges and handles) reminiscent of the existing wood door. The applicant is researching alternative door designs and will provide additional options at the meeting for further discussion with the HDRC.

A third steel sectional door is proposed for the rear of the garage. This door will not be visible from the public right-of-way and is a more simple design, without carriage details. While wood is still the preferred material, the use of steel on this door may be appropriate because this door will not be visible from the public road.

E. Foundation:

The applicant's SOJ indicates that the foundation of the proposed structure and the base of the chimney will be concrete masonry block. The Guidelines state that concrete blocks should not be used (Goose Creek Guidelines, Guidelines for New Construction, Foundations, page 76, Inappropriate Treatment 2). The existing kitchen addition also has exposed, painted concrete block. The foundation of the main block of the house is not visible. Although neither the majority of the foundation nor the base of the chimney will be visible from Sands Road, a parged base for the chimney and any exposed foundation would be more in keeping with the Guidelines (Goose Creek Guidelines, Guidelines for New Construction, Foundations, page 76, Guideline 7). **Staff recommends a condition of approval requiring the parging of the foundation and chimney base in order to meet the Guidelines.**

F. Materials:

- a. Siding – the proposed siding material is Hardieplank. The color and reveal (10 inches) will match the existing kitchen which is the nearest portion of the existing structure to the garage. The Guidelines indicate a preference for wood siding but do acknowledge that cementitious products, like Hardieplank, may be appropriate on new construction projects (Goose Creek Guidelines, Guidelines for New Construction, Materials and Textures, page 80, Guidelines 2 and 7). The Guidelines state that a “five-inch to seven-inch reveal” is in keeping with historic precedents (Goose Creek Guidelines, Guidelines for New Construction, Materials and Textures, page 80, Guideline 7). The proposed 10 inch reveal is outside of this historic range but is already on use on the existing structure and a smaller reveal will increase the amount of siding needed which may result in adding to the mass of the structure, rather than camouflaging it.
- b. Trim – the SOJ indicates that the wall trim for the doors and windows will match the existing house. The SOJ also indicates that a composite material will be used. While the Guidelines support wood as the preferred material for trim work, the composite product is acceptable if it can

emulate wood (Goose Creek Guidelines, Guidelines for Materials, Composite Trim Materials, page 133, Guideline 2). Because of the mass of the garage and the pitch of the roof, it is likely that gutters and downspouts will be needed. While these are not shown on the elevations, staff recommends a condition of approval to require any gutters and downspouts match those on the existing house (half round, black).

- c. Roof – the proposed roofline will match the five-in-twelve pitch of the existing kitchen. The proposed asphalt shingles will match the existing roof. While asphalt is not a preferred material for roofing, the Guidelines do indicate that the HDRC may approve asphalt shingles in some cases (Goose Creek Guidelines, Guidelines for New Construction, Roof Form and Material, page 66, Guideline 3c).

Findings

1. The applicant desires to demolish the existing one-car garage and replace it with a larger two-car garage in the same general location. The exact age of the garage is unknown, though it appears to be mid 20th century construction. Demolition of the garage is generally consistent with the Guidelines and will not significantly impact the Goose Creek District or the property.
2. The massing of the proposed garage is not significantly subordinate to the size of the dwelling which does not meet the Guidelines for accessory structures.
3. The pitch of the proposed roof (five-in-twelve) is not a common roof pitch in the Goose Creek District but will match the pitch of an addition to the existing house. A steeper pitch would create taller roofline and would increase the height and massing of the structure which would not meet the Guidelines. However, if the massing of the structure were reduced, a more common roof pitch could be utilized without adding significant height.
4. The proposed roof material is consistent with the existing structure and is appropriate for the accessory building provided that the asphalt shingles are consistently colored.
5. The exposed metal pipe chimney does not meet the Guidelines for chimneys. However, the Guidelines anticipate chimneys for primary structures rather than accessory buildings. Also, a masonry chimney on the large accessory building would add to the prominence of the garage and would not meet the Guidelines for accessory structures.
6. The proposed six-over-six double hung windows are consistent with the Guidelines for windows and will match the windows on the existing structure. The proposed side-entry door will also match the doors on the existing structure and will relate the accessory structure to the primary which is consistent with the Guidelines.
7. The proposed garage doors on the front elevation are overly articulated and not in keeping with the style of the existing house or the Goose Creek District. A more simplified door with elements of a carriage style such as strap hinges and handles would be more in keeping with the District and the house. The use of steel doors is preferable to vinyl and will emulate wood when viewed from Sands Road which meets the Guidelines for materials.

8. The proposed concrete block foundation and chimney base do not meet the Guidelines for foundations and should be parged rather than painted.
9. The Hardieplank siding and composite trim meet the Guidelines for materials on new construction.

Recommendation

Staff offers the following recommendations to bring the application into conformance with the Guidelines for the Goose Creek District:

1. The scale and mass of the garage should be reduced in order to clearly define the garage as subordinate and accessory to the existing house.
2. The proposed garage should be located as far to the rear of the lot as possible to reduce the perceived mass of the structure and to be consistent with the Guidelines for accessory building placement in Lincoln.
3. The proposed garage doors on the front elevation should be simplified and feature carriage-style elements to include strap hinges and handles, or simple panels.
4. The proposed foundation should be parged rather than exposed concrete block.
5. Gutters and downspouts should match those on the existing house (half round, black)

Suggested Motions

1. *I move that the Historic District Review Committee approve Certificate of Appropriateness 2011-0008 for the demolition of the existing one-car garage and construction of a new two-car garage in accordance with the Loudoun County Historic District Guidelines for the Goose Creek Historic and Cultural Conservation District based on the findings included on page 9 and 10 of the staff report dated May 9, 2011 as submitted in the application.*
2. *I move that the Historic District Review Committee approve Certificate of Appropriateness 2011-0008 for the demolition of the existing one-car garage and construction of a new two-car garage in accordance with the Loudoun County Historic District Guidelines for the Goose Creek Historic and Cultural Conservation District based on the findings included on page 9 and 10 of the staff report dated May 9, 2011 with the following conditions ...*
3. *I move an alternative motion.*